

The China Mail.

Established February, 1845.

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五月五日二十八百八千一英

HONGKONG, FRIDAY, MAY 5, 1882.

日八十月三年午王

PRICE, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 11 & 12, Clement's Lane, Lombard Street; E. C. GEORGE STREET & Co., 30, Cornhill; GORDON & GOTCH, Ludgate Circus, E.C.; HENRY & Co., 37, Wallbrook, E.C.; SAMUEL DEACON & Co., 150 & 154, Leadenhall Street.

PARIS AND EUROPE.—GALLIEN & PRINCE, 36, Rue Lafayette, Paris.

NEW YORK.—ANDREW WIND, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTCH, Melbourne and Sydney.

SAN FRANCISCO AND AMERICAN PORTS generally.—BEAN & BLACK, San Francisco.

SINGAPORE, STRAITS, &c.—SAVILE & Co., Square, Singapore; C. HEINZEN & Co., Manila.

CHINA.—MACAO, MESSRS. A. D. DE MELLO & Co., Soutoar, CAMPBELL & Co., AMOY, WITTON, NICHOLLS & Co., FOOCHOW, HEDGE & Co., SHANGHAI, LANE, CRAWFORD & Co., and KELLY & WALSH, Yokohama; LANE, CRAWFORD & Co.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, 5,000,000 Dollars. RESERVE FUND, 2,100,000 Dollars.

COURT OF DIRECTORS.

Chairman—H. L. DALMATEY, Esq. Deputy Chairman—W. REINERS, Esq. H. HOPPIN, Esq. M. E. SASOON, Esq. Hon. F. B. JOHNSON C. VINCENT SMITH, A. P. MOEWER, Esq. E. N. MEHTA, A. MCIVER, Esq. W. S. YOUNG, Esq. F. D. SASOON, Esq.

CHIEF MANAGER.

Hongkong, THOMAS JACKSON, Esq. Manager.

Shanghai—EWEN CAMERON, Esq. LONDON BANKERS.—London and County Bank.

HONGKONG.

INTEREST ALLOWED.

ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

For Fixed Deposits:

For 3 months, 3 per cent. per annum.

6 " 4 per cent. "

12 " 5 per cent. "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.

Offices of the Corporation,

No. 1, Queen's Road East.

Hongkong, March 22, 1882.

COMPTOIR D'ESCOMpte DE PARIS.

(Incorporated 7th & 18th March, 1848.)

RECOGNISED by the INTERNATIONAL CONVENTION of 30th APRIL, 1862.

CAPITAL FULLY PAID-UP, £3,200,000. RESERVE FUND, £800,000.

HEAD OFFICE—14, RUE BERGERE, PARIS.

AGENCIES and BRANCHES at: LONDON, BOUBON, SAN FRANCISCO, MARSEILLE, BOMBAY, HONGKONG, LYON, CALCUTTA, HANKOW, NANTES, SHANGHAI, FOOCHOW, MELBOURNE, and SYDNEY.

LONDON BANKERS: THE BANK OF ENGLAND. THE UNION BANK OF LONDON.

MESSES C. J. HAMBRO & SON.

The Hongkong Agency receives Fixed Deposits on Terms to be ascertained on application, grants Drafts and Credits on all parts of the World, and transacts every description of Banking, Exchange Business.

F. COCHINARD, Agent, Hongkong.

Hongkong, February 8, 1882.

ORIENTAL BANK CORPORATION.

(Incorporated by Royal Charter.)

PAID-UP CAPITAL, £1,500,000.

RATES OF INTEREST ALLOWED ON DEPOSITS.

At 3 months notice 3 per centum.

6 " 4 " "

12 " 5 " "

Current Accounts kept on Terms which may be learnt on application.

GEO. O. SCOTT,

Manager,

Oriental Bank Corporation,

Hongkong, September 4, 1879.

Notices of Firms.

NOTICE.

WE have been appointed Agents for the MITSU BUSSAN KAISHA, of Tokio, at this Port.

GEO. R. STEVENS & Co.

Hongkong, February 1, 1882.

NOTICE.

THE Undersigned has admitted Mr. M. L. SALAMON into PARTNERSHIP from this date, and the Business in Nature will be conducted under the Style of "HOLMES & SALAMON".

(Signed) GEORGE HOLMES.

Queen's Road Central,

1st May, 1882.

Notices of Firms.

NOTICE.

THE INTEREST and RESPONSIBILITY of the Undersigned in the Firm of Messrs. D. O. OLLIA & Co., of Amoy, Foochow, Taku and Taiwanfoo, has CHANGED from the 30th of April, 1882.

E. N. MEHTA.

B. S. MEHTA.

WE HAVE THIS DAY commenced BUSINESS as MERCHANTS and COMMISSION AGENTS at Amoy, Foochow and Taiwanfoo, under the Style and Firm of "MEHTA & Co."

E. N. MEHTA.

B. S. MEHTA.

Hongkong, May 1, 1882.

NOTICE.

THE Undersigned have been appointed SOLE AGENTS for the Sale of their GOODS by Messrs. KYNOOH & Co., of Witton, near Birmingham.

MEYER & Co.

Hongkong, August 13, 1881.

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THE Undersigned have been appointed SOLE AGENTS for the Sale of their GOODS by Messrs. KYNOOH & Co., of Witton, near Birmingham.

E. N. MEHTA.

Hongkong, August 13, 1881.

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THE Undersigned have been appointed SOLE AGENTS for the Sale of their GOODS by Messrs. KYNOOH & Co., of Witton, near Birmingham.

E. N. MEHTA.

Hongkong, April 24, 1882.

NOTICE.

THE Undersigned have been appointed SOLE AGENTS for the Sale of their GOODS by Messrs. KYNOOH & Co., of Witton, near Birmingham.

E. N. MEHTA.

Hongkong, April 29, 1882.

NOTICE.

THE Undersigned have been appointed SOLE AGENTS for the Sale of their GOODS by Messrs. KYNOOH & Co., of Witton, near Birmingham.

E. N. MEHTA.

Hongkong, May 2, 1882.

NOTICE.

THE Undersigned have been appointed SOLE AGENTS for the Sale of their GOODS by Messrs. KYNOOH & Co., of Witton, near Birmingham.

E. N. MEHTA.

Hongkong, April 25, 1882.

NOTICE.

THE Undersigned have been appointed SOLE AGENTS for the Sale of their GOODS by Messrs. KYNOOH & Co., of Witton, near Birmingham.

E. N. MEHTA.

Hongkong, April 26, 1882.

NOTICE.

THE Undersigned have been appointed SOLE AGENTS for the Sale of their GOODS by Messrs. KYNOOH & Co., of Witton, near Birmingham.

E. N. MEHTA.

Hongkong, April 27, 1882.

NOTICE.

THE Undersigned have been appointed SOLE AGENTS for the Sale of their GOODS by Messrs. KYNOOH & Co., of Witton, near Birmingham.

E. N. MEHTA.

Hongkong, April 28, 1882.

NOTICE.

THE Undersigned have been appointed SOLE AGENTS for the Sale of their GOODS by Messrs. KYNOOH & Co., of Witton, near Birmingham.

E. N. MEHTA.

Hongkong, April 29, 1882.

NOTICE.

THE Undersigned have been appointed SOLE AGENTS for the Sale of their GOODS by Messrs. KYNOOH & Co., of Witton, near Birmingham.

E. N. MEHTA.

Hongkong, April 30, 1882.

NOTICE.

THE Undersigned have been appointed SOLE AGENTS for the Sale of their GOODS by Messrs. KYNOOH & Co., of Witton, near Birmingham.

E. N. MEHTA.

Hongkong, May 1, 1882.

NOTICE.

THE Undersigned have been appointed SOLE AGENTS for the Sale of their GOODS by Messrs. KYNOOH & Co., of Witton, near Birmingham.

E. N. MEHTA.

Hongkong, May 2, 1882.

NOTICE.

THE Undersigned have been appointed SOLE AGENTS for the Sale of their GOODS by Messrs. KYNOOH & Co., of Witton, near Birmingham.

E. N. MEHTA.

Hongkong, May 3, 1882.

NOTICE.

THE Undersigned have been appointed SOLE AGENTS for the Sale of their GOODS by Messrs. KYNOOH & Co., of Witton, near Birmingham.

E. N. MEHTA.

Hongkong, May 4, 1882.

NOTICE.

THE Undersigned have been appointed SOLE AGENTS for the Sale of their GOODS by Messrs. KYNOOH & Co., of Witton, near Birmingham.

E. N. MEHTA.

Hongkong, May 5, 1882.

NOTICE.

THE Undersigned have been appointed SOLE AGENTS for the Sale of their GOODS by Messrs. KYNOOH & Co., of Witton, near Birmingham.

E. N. MEHTA.

Hongkong, May 6, 1882.

NOTICE.

THE Undersigned have been appointed SOLE AGENTS for the Sale of their GOODS by Messrs. KYNOOH & Co., of Witton, near Birmingham.

E. N. MEHTA.

Hongkong, May 7, 1882.

NOTICE.

THE Undersigned have been appointed SOLE AGENTS for the Sale of their GOODS by Messrs. KYNOOH & Co., of Witton, near Birmingham.

E. N. MEHTA.

Hongkong, May 8, 1882.

NOTICE.

For Sale.

MacEWEN, FRICKEL & Co.
WILL REMOVE ON 1st MAY
to their
NEW AND EXTENSIVE
PREMISES,
No. 53, Queen's Road East

(OPPOSITE THE COMMISARIAT),

WHERE they have special facilities for
conducting their Town and Harbour
Business, and trust to merit a continuance
of Public Confidence and Support.A FULL STOCK OF STORES,
WINES, &c.,
ALWAYS ON HAND, INCLUDING:YORK HAMS.
CHRISTMAS CAKES.
TEYNSENEAU'S DESSERT FRUITS.
ALMONDS AND RAISINS.SMYRNA FIGS.
PICNIC TONGUES.
COCONUTINA.VAN HOUTEN'S COCOA.
LIEBHOLD & EPP'S COCOA.
FRENCH PLUMS.

HUNTER & PALMER'S BISCUITS.

PATE DE FOIE GRAS.

MINCEMEAT.

CHOCOLATE—MENIER.

SAUSAGES.

BROWN.

ISIGNY BUTTER.
DANISH BUTTER.
BREAKFAST TONGUES.
ANCHOVIES.
ASPARAGUS.
SOUPS, &c.

WINES AND SPIRITS.

CHAMPAGNES—
HEIDSIECK'S MONOPOLE & WHITE
SEAL.

VEUVE CLICQUOT PONSARDIN.

JULES MUMM & Co., pinte & quart.

CLARETS—
CHATEAU MARGAUX.
CHATEAU LA ROSE, pinte & quart.CHATEAU LAFITE,
Lieb. GRAVES.

BREAKFAST CLARET,"

SHERRIES & PORT—
SACCOMAN'S MANZANILLA & AMON-

TILLADO.

SACCOMAN'S OLD INVALID PORT

(1848).

HUNT'S PORT.

BRANDY, WHISKY, LIQUEURS, &c.—

1, 2 & 3-star HENNESSY'S BRANDY.

BISQUIT DOUTCH & Co.'s BRANDY.

FINEST OLD BOURBON WHISKY.

KINAHAN'S LL WHISKY.

ROYAL GLENDEE WHISKY.

CHARTREUSE.

MARASCHINO.

CURACAO.

ANGOSTURA.

BOKER'S AND ORANGE BITTERS.

&c., &c., &c.

BASS'S ALE, bottled by CAMERON and
SAUNDERS, pinte and quart.GUINNESS'S STOUT, bottled by E. &
J. BURKE, pinte and quart.

PILSENER BEER, in quarts.

DRAUGHT ALE AND PORTER, by the
Gallon.

ALE and PORTER, in half-hogsheads.

TOPCAN BUTTER.

Eastern and Californian CHEESE.

Boneless COD FISH.

Prime HAMS and BACON.

Eagle Brand Condensed MILK.

PEACH AND APPLE BUTTER.

PICKLED OX-TONGUES.

Family PIG-POKE, legs and pieces.

Paragon MACKEREL in 5 lb cans.

Beau Ideal SALMON in 1 lb cans.

Cutting's Dessert FRUITS in 2 lb cans.

Assorted Canned VEGETABLES.

Potted SAUSAGE and Sausage

MEAT.

Stuffed PEPPERS.

Assorted PICKLES.

MINCemeAT.

COMB. HONEY in Original Frames.

Richardson & Robbin's Celebrated Potted

MEATS.

Richardson & Robbin's Curried OYSTERS.

Lunch TONGUE.

McCarthy's Super LEMONADE.

Clam CHOWDER.

Smoked SALMON.

Green TURTLE in 2 lb cans.

&c., &c., &c.

SPECIALTY SELECTED

C I G A R S .

Fine New Season's GUMSHAW TEA, in

5 and 10 catty Boxes.

BREAKFAST CONGOU @ 25 cents p. lb.

SHIPCHANDLERY of every Description.

MACKINNON PEN.

LIVERMORE PEN.

LAWN TENNIS BATS.

LAWN TENNIS SHOES.

Hongkong, April 15, 1882.

Insurances.

PRUSSIAN NATIONAL INSURANCE
COMPANY, OF STETTIN.THE Undersigned having been appointed
Agents for the above Company, are
prepared to Grant Insurances against FIRE
at Current Rates.

MEYER & Co.

Hongkong, May 10, 1882. 10my82

Entertainment.

POSTPONEMENT.

THEATRE DES ROYAL,
CITY HALL.UNDER THE PATRONAGE OF H. E. THE
ADMINISTRATOR.

Hongkong, May 10, 1882. 10my82

ITALIAN OPERA COMPANY.

SIXTH PERFORMANCE

SECOND SUBSCRIPTION SERIES

Will be given on

MONDAY EVE ING,

the 8th Instant,

When will be produced

"POLIUTO,"

GRAND OPERA BY DONIZETTI.

Prices of Admission:

Dress Circle, 83.

Stalls, 82.

Int., 81.

Tickets to be obtained at Messrs KELLY
& WALSH's, and at the Doors.Doors open at 8.30 p.m.; Performance to
commence at 9 p.m., sharp.Ladies unaccompanied by Gentlemen
cannot be admitted.

A HOFLICH,

Hongkong, May 3, 1882. 10my9

RUSSELL & Co., Agents.

Hongkong, April 28, 1882. 10ec82

NOTICE.

QUEEN FIRE INSURANCE COM-

PANY.

THE Undersigned are prepared to accept

Risks on First Class Godowns at 3
per cent. nett premium per annum.

NORTON & Co., Agents.

Hongkong, May 10, 1882.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF

His Majesty King George The First,

A. D. 1720.

THE Undersigned having been appointed
Agents for the above Corporation are
prepared to grant Insurances as follows:

Marine Department.

Policies issued for long or short periods at
current rates.

Life Department.

Policies issued for sums not exceeding

£5,000 at reduced rates.

HOLLIDAY, WISE & Co.

Hongkong, July 25, 1872.

LANCASHIRE INSURANCE
COMPANY.

(FIRE AND LIFE.)

CAPITAL, — TWO MILLION STERLING.

THE Undersigned are prepared to grant
Policies against the Risk of FIRE on
Buildings or on Goods stored therein, on
Goods on board Vessels and on Hulls of
Vessels in Harbour, at the usual Terms
and Conditions.

Proposals for Life Assurances will be re-

ceived, and transmitted to the Directors
for their decision.It required, protection will be granted on
first class Lives up to £1000 on a Single
Life.

For Rates of Premiums, forms of pro-

posals or any other information, apply to

AIRHOLD, KARBERG & Co.,
Agents, Hongkong & Canton.

Hongkong, January 4, 1867.

NORTH BRITISH & MERCANTILE
INSURANCE COMPANY.THE Undersigned, Agents of the above
Company, are authorized to Insure
against FIRE at Current Rates.

GILMAN & Co.

Hongkong, January 1, 1882.

INTIMATIONS.

THE CHINESE MAIL.

THIS paper is now issued every day.

The subscription is fixed at Four

Dollars per annum, delivered in Hong-

Kong, or Seven Dollars Fifty Cents in-
cluding postage to Coast ports.

It is the first Chinese Newspaper ever

issued under purely native direction.

The chief support of the paper is of course

derived from the native community,

among whom also are to be found the

guarantors and securities necessary to

place it on a business and legal footing.

The projectors, being their estimates

upon the most reliable information from

the various Ports of China and Japan,

from Australia, California, Singapore,

Penang, Saigon, and other places frequented

by the Chinese.

—consider themselves justified in giving

such a large and ever-increasing

circulation.

The advantages offered to ad-

vertisers are therefore unusually great,

and the foreign community generally will find

it to their interest to avail themselves of

these opportunities.

The field open to a paper of this descrip-

tion—conducted by native efforts, but

progressive and anti-obstructive in tone and

without民族的 limits.

It on the one hand commands

Chinese belief and interest,

while on the other it deserves every aid

that can be given to it by foreigners.

Like English Journals it contains Editorials,

with Local Shipping, and Commercial

News and Advertisements.

Subscription orders for the above may be

sent to

GEO. MURRAY BAIN,

China Mail Office.

Mr. Andrew Wind,

New Agent, &c.

135, Nassau Street, NEW YORK;

is authorized to receive Subscriptions,

Advertisements, &c., for the China Mail,

Overland China Mail, and China Review,

Hongkong, April 15, 1882.

To-day's Advertisements.

POST OFFICE NOTICES.

The Regiments were drawn up to receive him, and proceeded to Government House to pay an official visit to the Administrator. The shore battery fired a salute. On returning from Government House Admiral Asanbegoff paid a visit to Commodore Cumming on board the *Victor Emanuel* and received a salute on leaving.

On Saturday last offerings propitious to the god of rain were to be seen fixed in prominent positions at the Tung Wah Hospital. In this case the efficacy of prayer may have been fully proved, as rain fell heavily between Saturday night and Wednesday morning, and this came as a relief to many a suffering household. The long continued period of dry weather had caused the water supply to sink to pretty near a minimum, and the lower classes of the Chinese were reduced to great extremities. Any day crowds of these unfortunate could be seen dotting the hillsides, patiently collecting the admixture of mud and liquid which by courtesy is called water, and which we should imagine would be one of the most energetic agents in the spread of disease. We should think that the arguments afforded by these poor creatures sitting waiting their turn to collect water from these puddles would be effectual enough to convince the most bitter opponent of a fresh supply of water as its necessity. Previous to the late rainfall the water in the reservoir had sunk to an alarming extent, and if any serious conflagration had broken out, the supply would have in a very short time run short. Since the rain began to descend there has been a registered fall of 10.13 inches, and a rise of ten feet of water in the reservoir, and this, along with the swelling of the hill streams, should at least afford temporary relief; but the sooner that some permanent measure to obviate this scarcity of water is introduced the better for all concerned.

We have it on the authority of the San Francisco *Bulletin* that the "great big heart of the Pacific slope" is worth more than all the palm singing over done in Massachusetts in the sight of God." There is an old fashioned aphorism to the effect that "self-praise is no recommendation," and whether that liberty which has in California, only too often developed into license, be of more value than the freedom of Massachusetts confined within the limits which in reality constitute liberty, is an open question, and one we do not care at present to answer. This much we know, and that is that the "great big heart of the Pacific slope" is beating with a force of passion which has pumped out all the reason which ever was in it. The most of the newspapers have

followed, no doubt for reasons which are easily conceivable, the lead of the unreasoning crowd, have abandoned what argument they ever possessed, and now riot in the strongest adjectives and the most acrimonious abuse which even American journals can turn out. Poor Massachusetts, has sinned gravely in appointing Daves and Hes as its representatives, as these gentlefolks are not quite so wholesale in their denunciations of poor Chinese heathendom as the "great heart of the Pacific slope." The *Bulletin* talks of the Chinese immigrants establishing opium dens, lotteries, gambling, dens of ill-fame, stenches, pollution, leprosy, and diseases unnumbered, but surely the ordinary laws of a municipality are quite equal to the task of suppressing evils such as these; or they must be very ineffectively carried out. There is not the slightest doubt but that the white workman has cause to complain wherever the Mongolian is introduced, but if popular opinion be against the sons of Han to such an extent as the Californian papers would have us believe little or no employment would be open to them there. Certainly blind and unreasoning prejudice will not help the cause of the white operatives whatever else may.

ROADS AND ROAD MAKING.

A wave of excitement has recently swept over Queen's Road in consequence of the wretched condition of that thoroughfare, which was a disgrace to our much-vaulted Western science and skill. Few subjects are of much importance to the dwellers in large cities as the means of communication and the interchange of commodities—so essential to the prosperity of any community. An impulse has, during the past few days, been given to local road-making which is undoubtedly due to the moral force exerted by the local press, effected by legitimate criticism. The condition of the street was, as readers are aware, briefly this—the roadway was transformed into a slush-bed; the channels were silted, and the footpaths were devastated by minute quagmires. As the Public Works Department has tacitly admitted its shortcomings by the unusual energy—although misdirected—displayed in bringing shovels, scrapers, and rollers into regulation, it has practically disarmed all further animadversion—particularly as the system is more to be blamed than the individuals who have to carry it out. We do not believe in idle commentaries, and are therefore prepared to offer some remarks and add a few suggestions on roads and road making.

There are four modes of pavement adopted for modern street roads, viz., stone-block, macadam, wood, and asphalt. Their respective uses are dependent upon local circumstances—such as the amount and kind of traffic, width of way, foundation, drainage, climate, and whether the material preferred or selected is available at a reasonable cost. Paving blocks for roadways take precedence as surface material in large towns with heavy traffic.

The paved areas of British street roads is continually increasing. They maintain a true surface, offer great resistance to wear, thereby diminishing the cost of upkeep, and generally conduct to the comfort of the public, while lessening the number of

accidents to horses. Their first expense may be a little high; but this outlay is repaid within a few years. We must not lose sight of the facts, however, (1) the pavements referred to are composed of uniform oblong blocks or narrow courses; and (2) at speeds higher than at a walk, General Martini's experiments prove that the resistance to draught upon pavements increases, which is not the case with a well-made road or a dry state. The objections to stone pavements in the heart of a city arise from the noise, under heavy traffic, and by vibrations of the adjoining buildings—dust, which may be mitigated, if they cannot be eliminated. There is a serious objection bearing a more serious aspect—the germs of disease stored in the waste joints under the blocks. To do away with these objections to stone pavements macadamised roads were introduced into towns and cities. This form of roadway consists of a layer of stones broken to gauge and spread evenly, so that the pressure and friction of the traffic will "knock, grind, crush," and knit them into a compact surface. When properly made, and in their right good order, these roads approach more nearly the durability than most others that have been tested, and are among the safest and pleasantest in ordinary use. The greatest objection to them, when neglected for a short time, has been maintenance or upkeep in an efficient condition under heavy traffic. If not attended to, in dry weather the road would always be dusty and in wet weather it would be covered with mud. These are facts quite familiar to our readers. Considerations of hygiene and comfort also increase the bill against this class of roadway; and the difficulty of traction over them, when neglected for a short time, has brought them into disfavour. According to Sir John Macmillan—quoted by Sir Henry Furniss—if the draught on a macadamised road in a good state be represented by 5, on the same road, when covered with dust, it rises to 8, and to 10 if wet and muddy. There is an enormous ruinous, increase of draught on a freshly-macadamised road. For the same figures, the relative degrees of resistance to traction on a timber and a paved surface are represented by one and the same figure—2, which is probably one-sixteenth the draught on a recently laid, wet and muddy, macadamised road! There can be no doubt, however, of the advantages of this form of road under a certain intensity of traffic. A modification of the macadam is the Telford Road. It consists of a bed of firmly wedged quarry-stones, upon which a layer of larger and a layer of smaller broken stones are spread, and bound by screened gravel. This roadway presents a solid mass, having a well compacted surface, hard and durable, yet with some degree of elasticity. A modification of the macadam is the Telford Road. It consists of a bed of firmly wedged quarry-stones, upon which a layer of larger and a layer of smaller broken stones are spread, and bound by screened gravel. This roadway presents a solid mass, having a well compacted surface, hard and durable, yet with some degree of elasticity. The Telford Road. It consists of a bed of firmly wedged quarry-stones, upon which a layer of larger and a layer of smaller broken stones are spread, and bound by screened gravel. This roadway presents a solid mass, having a well compacted surface, hard and durable, yet with some degree of elasticity. The Telford Road. It consists of a bed of firmly wedged quarry-stones, upon which a layer of larger and a layer of smaller broken stones are spread, and bound by screened gravel. This roadway presents a solid mass, having a well compacted surface, hard and durable, yet with some degree of elasticity. The Telford Road. 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THE CHINA REVIEW.
PUBLISHED BI-MONTHLY.
TENTH YEAR.

Visitors' Column.

We have instituted as an experiment a *Visitors' Column*, which we trust will prove successful, and be found useful. To it will be relegated from time to time such items of information, lists, tables and other intelligence as is considered likely to prove valuable to persons passing through the City, and in connection with which we have opened a **SERIAL HOTEL AND BUSINESS DIRECTORY**, applications for enrolment into which we are now ready to receive.

List of Public Buildings.

Government House, North of Public Gardens.

City Hall, Library (8,000 volumes) and Museum—Free.

Public Gardens, a beautifully picturesque retreat and of great interest.

The Clock Tower, Queen's Road Central, in a line with Pedder's Wharf. General Post Office, Hongkong Club, German Club, Supreme Court, &c., within a stone's throw.

Lusitano Club and Library, Shelley St. Government Offices, the Secretariat, &c., near the Public Gardens.

St. John's Cathedral (Anglican), above the Parade Ground.

Roman Catholic Cathedral, Wellington Street.

Union Church, Elgin Street.

St. Peter's Seamen's Church, West Point. St. Joseph's (I.C.) Church, Garden Road, near Kennedy Road.

Temperance Hall, specially adapted for sea-faring men, Queen's Road East. Sailors' Home, West Point.

E. A. and Chinn Telegraph Co., and the Great Northern Telegraph Co., Marine House, Queen's Road.

Masonic Hall, Zetland Street.

Victoria Recreation Club—Bath-house and Boat-house, &c.—Praya, beyond the Cricket Ground, beside the City Hall.

The Barracks and Naval and Military Store Departments lie to the eastward, and cover a large area.

Stores, Books, &c.

American and English Stores, Books, and specially selected Cigars.—MAC-EWEN, FRICKEL & Co.

Chair and Boat Hire.

GENERAL TARIFFE OF FEES FOR CHAIRS, CHAIR BEARERS, AND BOATS, IN THE COLONY OF HONGKONG.

(Chairs and Ordinary Punting Boats. Half hour, ... 10 cts. Hour, ... 20 cts. Three hours, ... 50 cts. Six hours, ... 70 cts. Day (from 6 to 6), One Dollar.)

TO VICTORIA PEAK.

Single Trip. Four Coolies, ... \$1.00. Three Coolies, ... 85. Two Coolies, ... 70.

Return (direct or by Pok-fou-tum). Four Coolies, ... \$1.50. Three Coolies, ... 1.20. Two Coolies, ... 1.00.

TO VICTORIA GAP (TO LEVEL OF UMBRELLA SEAT).

Single Trip. Four Coolies, ... \$0.60. Three Coolies, ... 50. Two Coolies, ... 40.

Return (direct or by Pok-fou-tum). Four Coolies, ... \$1.00. Three Coolies, ... 85. Two Coolies, ... 70.

The Return Fare embraces a trip of not more than three hours.

For every hour or part of an hour above three hours, each Coolie will be entitled to an additional payment of 5 cents.

Day Trip (1 Peak, ... \$0.75 each Coolie. (12 hours) 1 Gap, ... \$0.60 each Coolie.

LICENCED BEARERS (each).

Hour, ... 10 cents. Half day, ... 35 cents. Day, ... 50 cents.

BOAT AND COOLIE HIRE.

BOATS.

1st Class Cargo Boat of 8 or 900 poods, per Day, ... \$3.00.

1st Class Cargo Boat of 8 or 900 poods, per Load, ... 2.00.

2nd Class Cargo Boat of 600 poods, per Day, ... 2.50.

2nd Class Cargo Boat of 600 poods, per Load, ... 1.75.

3rd Class Cargo Boat or Ha-ku Boat of 300 poods, per Day, ... 1.50.

3rd Class Cargo Boat or Ha-ku Boat of 300 poods, per Load, ... 1.00.

3rd Class Cargo Boat or Ha-ku Boat of 300 poods, Half Day, ... 50.

SAMPOONS.

or Pulaway Boats, per Day, ... \$1.00.

One Hour, ... 20.

Half-an-Hour, ... 10.

After 6 P.M., ... 10 cents extra.

Nothing in this Scale prevents private agreements.

STREET COOKIES.

Scale of Hire for Street Cookies. One Day, ... 33 cents.

Half Day, ... 20.

Three Hours, ... 12.

One Hour, ... 5.

Half Hour, ... 3.

Nothing in the above Scale to affect private agreements.

WASHING BOOKS.

(In English and Chinese.)

WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, can now be had at this Office.—Price, \$1 each.

CHINA MAIL OFFICE.

SHARE LIST.—QUOTATIONS.

MAY 5, 1882.

Stocks.	No. of Shares.	Value.	Paid-up.	Reserve.	Working Account.	Last Dividend.	Closing Quotations, Cash.
BANKS.							
H.K. and Sh'au Bank.	10,000 \$	120 \$	125 \$	2,100,000 \$	63,030.45	40	* 115 % = \$2081 [p. sh.]
INSURANCES.							
N.H. China Ins.	1,000 Tl.	2,000 Tl.	250,000 Tl.	250,000 Tl.	1,663,796.00 Tl.	75 Tl.	Tl. 1225 ex div
China Traders' Ins.	1,200 Tl.	350 Tl.	350 Tl.	500,488 Tl.	18,447.56	12 %	Tl. 880 p. sh.
Union Ins. Soc.	500 \$	2,500 \$	500 \$	381,787 \$	437,885.53	124.27	\$1000 "
Insurance.	600 \$	10,000 \$	666 \$	500 \$	475,000 \$	91,928.40	20 % \$1000 "
Open Ins. Office.	2,000 \$	250 \$	50	100,000 \$	100,378.5	677.42	62 % \$250 nom.
Chinese Ins. Co.	1,500 \$	1,000 \$	200 \$	200 \$	263,403.2	87.5	\$925 "
H.K. Fire Ins.	2,000 \$	1,000 \$	200 \$	823,842 \$	144,535.01	187	\$230 "
China Fire Ins.	4,000 \$	500 \$	100 \$	403,632 \$	187	\$230 "	

* For half-year ended 31st Dec., 1881. To 30th April, 1881. * For year 1880.

EDWARD GEORGE, Share Broker.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked *a*, and those in the body of the Harbour or midway between each shore are marked *b*, in conjunction with the figures denoting the sections.

Section. 1. From Green Island to the Gas Works. 5. From P. and O. Co.'s Office to Pedder's Wharf. 2. From Gas Works to the Novelty Iron Works. 6. From Pedder's Wharf to the Naval Yard. 3. From Novelty Iron Works to the Harbour Master's Office. 7. From Naval Yard to the Pier. 4. From Harbour Master's to the P. and O. Co.'s Office. 8. From Pier to East Point.

Vessel's Name. Captain. Flag and Rig. Tons. Date of Arrival. Consignee or Agents. Destination. Remarks.

Steamers									
Amoy	Hermann	Brit.	str.	814	May	4	Siemens & Co.	Shanghai	K'lon Dock
Anjer Head	Strachan	Brit.	str.	1269	May	22	Siemens & Co.	San Francisco	Aldean Dock
Canopus	Roper	Brit.	str.	1209	May	1	Adamson & Co.	Victoria (B. C.)	
Carlos	Joy	Brit.	str.	1818	April	6	Russell & Co.	Shanghai	To-morrow
Chinkiang	Haeloop	Gor.	str.	700	April	28	Edward Schellhass & Co.	Manila	
Conquer	Orr	Brit.	str.	738	May	5	Siemens & Co.	Whampoa & San Po'co	South inst.
Coptic	Kidley	Brit.	str.	318	Sept.	23	Jardine, Matheson & Co.	Amoy and Manila	To-morrow
Diamante	Cullen	Brit.	str.	514	May	6	Russell & Co.	Coast Ports	Coast Ports
Douglas	Ashton	Span.	str.	822	May	22	W. Douglas & Co.	Manila	K'lon Dock
Enyu	Ortiz	Span.	str.	222	April	15	Remond & Co.	Tug Flying	
Euphrates	Mitchell	Brit.	str.	1259	April	13	H. K. & W. P. Dock Co.	Shanghai	K'lon Dock
Fame	Stopan	Brit.	str.	117	April	20	Siemens & Co.	Takao	Coastan Dock
Feilia	Muller	Ger.	str.	784	April	27	Jardine, Matheson & Co.	Shanghai	Coastan Dock
Glenruin	Bogg	Brit.	str.	1924	April	2	Adamson & Co.	Takao	1st, daylight
Greyhound	Scott	Brit.	str.	227	May	24	McLaren & Co.	Ho-how, &c.	
Hongkong		Brit.	str.	1463	April	29	Siemens & Co.	Swatow	
Huntingdon	Hynes	Span.	str.	654	Dec.	14	Yuen Fat Hong	Yuen Fat Hong	
Jolano	Marquez	Span.	str.	212	April	27	M. B. S. Co.	Manila	
Kumanoto Maru	Drummond	Japan.	str.	974	May	27	M. B. S. Co.	Saigon	
Kwangting	Young	Brit.	str.	1000	July	1	Siemens & Co.	Kwangting	
Li Tai	Tsoo Tsoo	Amman.	str.	920	April	30	Messengers Maritime	Yokohama	Mails
Menzaleh	Homery	Brit.	str.	93	July	1	Shanghai	Shanghai	To-day
Miramar	Clarke	Brit.	str.	890	April	29	Siemens & Co.	Saigon	To-morrow
Olympia	Wagner	Ger.	str.	788	April	28	Siemens & Co.	Trieste, &c.	To-morrow
Orion	Maharik	Aust.	str.	1814	April	27	Mclaren & Co.	Ho-how, &c.	
Ping-on	MacCadin	Brit.	str.	574	May	5	Russell & Co.	Swatow	7th, daylight
Rajataniamun	Hunt	Brit.	str.	1262	May	14	Siemens & Co.	Manila	
Rory	Dormack	Brit.	str.	222	April	18	Chinaman & Co.	Saigon	
Sea Gull	Haydon	Amer.	str.	49	Nov.	24	China Traders' Insurance Co.	Kwangting	
Shoo Tip	Yuen Man Fu	Span.	str.	358	May	3	Siemens & Co.	Manila	
Sorsogon	Lopez	Span.	str.	444					